1	2	3
22.	All the aerodromes as far as possible should either be double fenced or a permanent boundary wall should be constructed in a phased programme so that menance by the cattle may be avoided.	Ahmedabad airport has a permanent boundary wall. Due to the paucity of funds it has not been possib/e to take up the programme of boundary wall constructions/double fencing at all airports.
23.	The monitoring of CVR and FDR should be undertaken from time to time both by the Indian Airlines as well as by the DGCAfor efficient functioning of both these instruments.	This is being done.
24.	The pilots should be directed to debrief the appropr ate authorities in writing as and when any deviation or malfunction of any landing aids comes to their notice as well as if they find any construction or false lights in the funnel.	Instruc'ions have been issued in this regard'
25.	The flight inspec'ion directrafe of the DGCA should have compe'ent pilots with sufficiently high experience to independently exam'n'5 the pilots.	This is being acted upon.
26.	The Radio and Navigational Aids should be replaced by modern equipment in a phased programme with in two years on jet operated airfields	Due to the paucity of funds.it has not been possible to implement thts recommsndition. Efforts are being made to upgrade the level of facilities subiect to the availability of funis.
27.	The ATC and Meteorologists should be given cockpit and enroute familiarisation at least once in a year.	This is being done.

Curtailment of air services due to Gulf War

142. SHRi KAPIL VERMA;
SHRIMATI VEEN A VERMA:
SHRI PRAMOD MAHAJAN:
SHRIMATI KAILASHPATI: SHRI M. A. BABY; SHRI GHUFRAN AZAM:

Will the Minister of CIVIL AVIATION be pleased to state;

(a) what is the number of Indian Airlines and Air India flights which has been curtailed because of the fuel crisis due to Gulf War;

(b) what is the quantity of petrol saved thereby till date along with its value in terms of money;

(c) what is the total loss of revenue to the Indian Airlines and the Air India so far on this account; and

(d) whether there is any plan to curtail the flights further; if so, what are the details in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARMOHAN DHA-WAN): (a) Air India has cancelled 190 flights to the Gu in the period from 16th January, 1991 to 21st February, 1991. Indian Airlines had curtailed on an average 46 flights a day with effect from 22.1.91. However, most of the flights have been resumed now by Indian Airlines.

(b) Air India has effected a saving of approx. 260 Kilo Litres of ATF per-day valued at approx. Rs. 17.56 lacs per day. Indian Airlines has in **the** period from 22.1.91 to 16.2.91 effected a total saving of approx. 8330 Kilo Litres of ATF valued at approx. Rs. 7.88 crores.

(c) The total revenue loss to Air India in January, 1991 on account of the cancellation of flights to the Gulf is estimated at Rs. 19.62 crores. Indian Airlines during the period from 22.1.91 to 16.2.91 suffered a revenue loss estimated at Rs. 18.35 crores.

(d) There are no plans to curtail flights further.

Utilisation of A-32tt aircrafts by Indian Airlines

143. SHRI KAPIL VERMA;
SIHRIMATI VEEN A VERMA:
SHRIMATI KAILASHPATL SHRI
SURESH KALMADI:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) how many A-320 aircrafts are being utilised by the Indian Airlines at present and what is the average daily utilisation and how many are still grounded;

(b) by what time Government propose to utilise all the A-320 Aircrafts;

(c) what decision has been taken by Government for the purchase of more A-320 aircrafts as proposed earlier; and

(d) which aspects of Ramdas Committee Report still remain to be implemented?

THE MINISTER OF STATE OP THE MINISTRY OF CIVIL, AVIATION (SHRI HARMOHAN DHA, WAN; (a) Out of a total fleet of 18 Airbus A-320 aircraft, 12 are available or flying and 6 are under scheduled Major checks. Out of the 12 aircraft to available for flying presently, 8 are being utilised for scheduled operations by rotation, with the average daily utilisation being nearly 52 hrs.

(b) By July, 1991, 16 aircrafts would be available for flying and 2 would be under schedule Major Checks. However, it would be by August September, 1991, when adequate number of pilots would become available, that the 16 aircraft would be utilised for scheduled operations.

(c) There is no proposal to acquire any additional A-320 aircraft apart from the 12 A-320 aircraft pending delivery against orders placed in June, 1989.

(d) All the recommendations of Ramdas Committee Report pertaining to Indian Airlines have been adequately implemented except for the long term recommendations. The long-term recommendation, such as increased hangar accommodation, improvement of environmental condition in repair] overhaul shops, progressive introduction of VAC81 system of training, etc. are being followed up and are in various stages of implementation.

Closure notice to Barauni Thermal Power Station by Bihar State Pollution control board

144. SHRI S. S. AHLUWALIA: Will the Minister of ENERGY be pleased to state:

(a) whether it is a fact that the Barauni Thermal Power Station has been served with a closure notice by the Bihar State Pollution Control Board;

(b) if so, what are the details thereof and the reasons therefor; and

(c) what action the Central Government have taken in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI BABANRAO DHAKNE): (a) to (c) The information is collected and will be laid on the Table of the House.

Replacment of Boeing 737 by Airbus 320

145. SHRI SURESH PACHOURI: Will the Minister of CIVIL AVIA TION be pleased to state:

(a) whether the Indian Airlines proposes to replace some of its